

REMARKS

1. Claims 1-11 are pending. Claims 1 and 8 are amended and claims 12-15 canceled by this response to the Office Action.
2. For reasons stated hereinbelow, reconsideration and withdrawal of the rejections and allowance of the pending claims are respectfully requested.

35 U.S.C. 103

3. The 12 June 2006 Office Action:
  - a. Rejected claims 1-4 and 7-15 under 35 U.S.C. § 103 (a) as obvious over Anzai et al. (U.S. 6,271,745); and
  - b. Rejected claims 5-6 under 35 U.S.C. § 103 (a) as obvious over Anzai et al (U.S. 6,271,745) in view of Murakami et al. (U.S. 6,281,599).

Applicant respectfully traverses these rejections. However, in order to advance the prosecution of this application, independent claims 1 and 8 are amended and claims 12-15 are canceled.

In the claimed invention, operation restriction information for designating an operation of the vehicle and the accessory that is to be restricted is registerable in the restriction information generation device that is arranged in an electronic key. The restriction information generation device generates a specific code corresponding to the operation restriction information and the electronic key wirelessly outputs the specific code. The restriction control device restricts the operation designated by the operation restriction information corresponding to the specific code when the specific code matches the reference specific code. Accordingly, input of individual identification information is not required when a person other than the registered user, such as a

valet, intends to perform unrestricted operation of the vehicle and the accessories. In the claimed invention, input of individual identification information, such as a fingerprint, is required only when the registered user, such as the vehicle owner, intends to register operation restriction information in the electronic key.

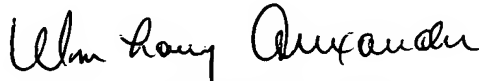
Anzai et al. merely discloses a system that unlocks vehicle locks when a scanned fingerprint is matched with enrolled fingerprints. In Anzai et al., scanning of fingerprints is always required when a user intends to operate vehicle components. See Figures 5 and 6. This is less convenient than the claimed invention.

Anzai et al. neither discloses nor suggests the electronic key that stores operation restriction information and wirelessly outputs a specific code corresponding to the stored operation restriction information. Anzai et al. does not suggest registration of the operation restriction information in an electronic key performed by means of authentication of individual identification information. Therefore, Applicants submit that the pending claims are patentable over Anzai et al.

Conclusion

4. In view of the foregoing, it is submitted that this Application is in condition for allowance. Favorable consideration and prompt allowance of the application are respectfully requested. To this end, the Examiner is invited to telephone the undersigned if the Examiner believes it would be useful to advance prosecution.

Respectfully submitted,



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